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Extract of a Letter from Vice Admiral Pocock to Mr. Clevland, dated in Madraſs Road, the 12th of October 1759.

THE 1ſt of September I ſailed with the Squadron to the Southward, in order to cruize for the Enemy.

I had diſpatched the Company's Frigate Revenge a few Days before, with Orders to proceed off Ceylon, and look out for them. The 2d, at Ten in the Forenoon, we deſcried from the Maſt-head, fifteen Sail in the S. E. Quarter, ſtanding to the N. S. which proved to be the Enemy's Fleet; and ſoon after perceived the Revenge chaſed by one of their Frigates, which fired ſeveral Shot at her. I immediately made the Signal for a General Chaſe, and ſtood towards them with all the Sail I could make, which obliged the Enemy's Frigate to give over Chaſe, and rejoin her own Squadron; but falling little Wind, prevented our getting near them when the Day cloſed. At Seven in the Evening, I ordered the Revenge to make Sail to the S. E. in order to keep Sight of the Enemy. About Eleven we diſcovered them to Leeward, and bore down toward them, making the Signal for that Purpoſe. About One o'Clock in the Morning of the 3d, a heavy Squall coming on, which continued till about Three, obliged us to bring too, and clew up our Top-ſails. At Day Light we ſaw the Enemy's Fleet bearing N. E. by N. about five or ſix Leagues diſtant. I immediately made the Signal for a General Chaſe to the N. E. Point Pedro on the Iſland Ceylon bearing Weſt, diſtant ſix or ſeven Leagues. At Nine the Enemy's Fleet bore N. E. by E. four Leagues, and were formed in a Line of Battle a-head on the Starboard Tack, with the Wind about W. N. W. They conſiſted of Eleven Sail of the Line, two Frigates, and two Storeſhips. A little after Nine, I made the Signal for the Line of Battle a-breaſt, and ſtood for the Center of their Fleet, which kept under Way, and appeared to go from the Wind, by which Means we altered their Bearings greatly, for by Noon they bore N. E. ½ E. diſtant ſix or ſeven Miles. The Wind decreaſing as the Day advanced, we were not able to form our Line until near Sun-ſet, two of our Squadron, the Tyger and Newcaſtle, ſailing very ill, though they made all the Sail they could crowd. About a Quarter after Five, our Squadron being nearly a-breaſt of the Enemy's, they wore, and came to the Wind on the other Tack; upon which I made the Signal for our Squadron to tack, the Rear firſt, and ſteered with the Enemy's Squadron. We were now about four Miles diſtant, with very little Wind, had ſcarcely Steerage Way, and continued ſo until near Ten, when a freſh Breeze ſprung up from the S. S. W. On which we hauled cloſe to the Wind, under our Topſails, and formed the Line a head. This Shift of Wind brought the Enemy a-ſtern, and a little upon the Weather Quarter of our Line; but ſoon after it proving hazy, we loſt Sight of the Enemy, who made no Signals in this or the preceding Night, either with Guns or Lights. I immediately ſent the Revenge to look out a-ſtern, in Expectation of her ſeeing them; but not being able to diſcover them a-ſtern, ſent her directly a-head, and ſtood after her, ſtill continuing in the Line with our Heads to the Northward. At a Quarter paſt Eight in the Morning of the 4th, the Revenge made the Signal for ſeeing four Sail to the N. E. on which I made the Signal for a general Chaſe. At half paſt Eleven, the Revenge bore more away to the Eaſtward, and was followed by the Squadron, but after continuing the Chaſe until near Two o'Clock in the Afternoon, and diſcovering no more than two Ships, and finding we did not come up with thoſe, I made the Signal for the Revenge to come into the Squadron, then ſtood to the Northward, and made all the Sail I could to get off Pondichery, as I concluded the French Squadron was bound thither.

I arrived off Pondichery on the 8th early in the Morning, and ſaw no Ships in the Road; but at One o'Clock in the Afternoon we diſcovered the Enemy to the S. E. and by Three counted thirteen Sail. We were then ſtanding to the Southward, with the Sea Breeze, and to prevent their paſſing us, kept a good look out the following Night. At half paſt Six in the Morning of the 9th, ſaw Part of the Enemy's Squadron to the S. W. and by Nine counted ſixteen Sail. At Two in the Afternoon the Wind ſpringing up, I made the Signal for a General Chaſe; and at Four their Squadron appeared to be formed in a Line of Battle a-breaſt, and ſteered right down upon us. In the Evening I ordered the Revenge to keep, during the Night, between our Squadron and the Enemy's, to obſerve their Motions. The 10th, at Six in the Morning, the Body of the French Squadron bore S. E. by S. diſtant eight or nine Miles, and was formed in a Line of Battle a-head on the Starboard Tack. We continued bearing down on them in a Line of Battle a-breaſt, with the Wind about N. W. by W. At Five Minutes paſt Ten, the Enemy wore, and formed the Line a-head upon the Larboard Tack. At Five Minutes after Eleven, we did the ſame, and kept edging down upon them. At Ten Minutes paſt Two in the Afternoon, the Yarmouth being nearly a breaſt of the French Admiral's Second in the Rear, and within Muſquet-Shot, M. d'Aché made the Signal for Battle: I immediately did the ſame; on which both Squadrons began to Cannonade each other with great Fury, and continued hotly engaged until Ten Minutes after Four, when the Enemy's Rear began to give Way, (the Sunderland having got up ſome Time before, and engaged their Sternmoſt Ship:) Their Center very ſoon after did the ſame; their Van made Sail, ſtood on, and with their whole Squadron bore away, and ſteered to the S. S. E. with all the Sail they could make. We were in no Condition to purſue them, the Tyger having her Mizen-Maſt and Main top-maſt ſhot away, and appeared to be greatly diſabled: The Newcaſtle was much damaged in her Maſts, Yards, and Rigging; and the Cumberland and Salisbury, in our Rear, were not in a Condition to make Sail. The Yarmouth had her Fore-topſail-Yard ſhot away in the Slings; and the Grafton and Elizabeth, though none of their Maſts or Yards fell, yet they were greatly diſabled in them and their Rigging: So that the Weymouth and Sunderland were the only Ships that had not ſuffered, by reaſon they could not get properly into Action, occaſioned by M. d'Ache's beginning to engage before they could cloſe, and by that Means were thrown out of Action; ſo that only Seven of our Ships ſuſtained the whole Fire of the Enemy's Fleet till near the Concluſion, and then only Eight.

The Enemy continued their Retreat to the Southward until dark; at which Time I ordered the Revenge to keep between us and the Enemy, to obſerve their Motions; and lay-to with the Squadron on the Larboard Tack, in order for the diſabled Ships to repair their Damages. At Day-light in the Morning we ſaw the Enemy to the S. S. E. laying to on the Larboard Tack, as we were, about four Leagues diſtant, the Wind being about Weſt. The Enemy upon

upon ſeeing our Squadron immediately wore, and brought to on the other Tack, and continued ſo until the Evening, when their Diſtance was ſo much increaſed we could ſcarcely diſcover them from the Main-top. At this Time the Wind coming to the Eaſtward, I made the Signal, wore, and ſtood under an eaſy Sail to the N. W. the Sunderland having the Newcaſtle in Tow, the Weymouth the Tyger, and Elizabeth the Cumberland. The 12th at Day-light we ſaw the Ships in Negapatam Road, and ſeeing nothing of the Enemy, at Ten o'Clock in the Forenoon I anchored with the Squadron, about three Leagues to the Southward of that Road; and in the Evening diſpatched the Revenge to Madraſs, with Letters to the Governor and Council. The 15th in the Evening we weighed and ſtood into the Road, and anchored, where we continued repairing our Damages, and refitting the Squadron until the 26th; by which Time having put the Ships in as good Condition for Service as the Time permitted, I weighed at Five o'Clock that Morning, ſtood to the Northward, and at Six was joined by the Revenge from Madraſs, who brought 63 Men belonging to the Bridgwater and Triton, which had been exchanged at Pondichery, and 10 Men impreſſed from the Calcutta Indiaman, which I ordered on Board the Tyger and Newcaſtle, thoſe Ships having ſuffered moſt in their Men.

The 27th, at Day-light in the Morning, I was cloſe in with Pondichery Road, where the French Squadron was laying at Anchor in a Line of Battle. The attacking both the Ships and Fort at the ſame Time, did not ſuit our Condition; I therefore made the Signal for the Squadron to draw into a Line of Battle a-head, upon the Starboard Tack. The Wind being off Shore, and about W. S. W. we lay with our Main Topſails to the Maſt, juſt keeping a proper Steerage Way for the Line to continue well formed. Being in this Situation, the French Admiral made the Signal at Six o'Clock to heave a Peake, an Hour after to weigh, and by the Time all their Squadron (which conſiſting of Eleven Sail of the Line, and two Frigates) was under Sail, it was near Ten o'Clock, at which Time we were to Leeward of them, and lying as aforementioned, expecting they would bear down directly and engage; but inſtead of taking that Step, M. d'Aché made the Signal for his Squadron to keep cloſe to the Wind, and alſo to make Sail, and ſtretched away to the Southward in a Line of Battle a-head, by which Method of acting they increaſed their Diſtance from about a Random Shot at Day-light, to near Four Leagues to Windward at Sun-ſet. Had they cut or ſlipped their Cables on firſt diſcovering us, we muſt have come to Action by Seven o'Clock; and after they got under Sail, had they bore directly down, might have been cloſe along Side by Eleven. Finding by their Manner of working, a great Diſinclination to come to a ſecond Action, made me deſire the Opinion of the Rear Admiral and Captains, who all agreed, that as the preſent Condition of the Squadron would not permit us to follow them to the Southward, it would be moſt adviſeable to proceed to Madraſs; accordingly, we anchored here the 28th in the Evening.

I have not been able to obtain a certain Account of the Enemy's Loſs; but it is reported, by a Deſerter, that they had Fifteen Hundred Men killed and wounded, and ſome of their Ships very much ſhattered. They left Pondichery Road the 1ſt Inſtant in the Evening, having on Board M. Soupiere, Brigadier Lally, Colonel Kenedy, who has almoſt loſt his Sight, and a Lady named Madam de Veaux; from whence it may be concluded, that either their whole Squadron, or a Part, is gone to the Iſlands. It is ſaid, they have brought no Troops, but landed before their Departure, Four Hundred European Seamen and Volunteers, with Two Hundred Coffrees; that they brought very little Money, but the Diamonds, which were taken in the Grantham, they have left at Pondichery.

Our Loſs is very conſiderable, though greatly inferior to the Enemy's. We had One Hundred and Eighteen Men ſlain in Action; Sixty-ſix have died ſince of their Wounds; One hundred and Twenty-two remain dangerouſly; and Two Hundred and Sixty-three ſlightly wounded; ſo that our whole Number killed and wounded amounts to Five Hundred and Sixty-nine Men. Amongſt the ſlain is Captain Michie, who commanded the Newcaſtle; Capt. Gore of the Marines, and Lieutenant Redſhaw, both of the Newcaſtle; Lieutenant Elliott of the Tyger; the Maſter of the Yarmouth, and Boatſwain of the Elizabeth; and the Gunner of the Tyger is ſince dead of his Wounds. Capt. Somerſet, who commanded the Cumberland, is wounded in one of the Ancles, but is in a fair Way of Recovery. Capt. Brereton received a Contuſion on his Head, which is now well. All the Officers and Seamen in general behaved with the greateſt Bravery and Spirit during the Action; and, by the Vigour and Conſtancy of their Fire, obliged the Enemy to retreat, notwithſtanding their great Superiority.

The only Thing material that has happened, with regard to the Operation of our Troops, is an Attack made by Major Brereton on the French, in the Village of Wandewaſh, which our Troops poſſeſſed ſome Hours, but were afterwards repulſed, and obliged to abandon it, with equal Loſs on both Sides. Our troops have ſince returned to their head Quarters at Conjeveram.

I have enclosed our Line of Battle with that of the Enemy.

BRITISH LINE.

The Elizabeth led with the Larboard Tacks on board.

Ships	*Guns*	*Men*	*Commanders.*
Elizabeth	64	480	Capt. Tiddeman
Newcaſtle	50	350	Capt. Michie
Tyger	60	420	Capt. Brereton
Grafton	68	535	Rear Adm. Stevens / Capt. Kempenfelt
Yarmouth	66	540	Vice Adm. Pocock / Capt. Harriſon
Cumberland	58	520	Capt. Somerſet
Salisbury	50	350	Capt. Dent
Sunderland	60	420	Hon. Capt. Colville
Weymouth	60	420	Sir Wil. Baird, Bart.
	536	4035	

FRENCH LINE.

The Actif led with the Larboard Tacks on board.

Ships	*Guns*	*Men*	*Commanders*
Actif	64	600	M. Beauchaine
Le Minautaur	74	650	M. L'Aguille, Chef d'Ecadre
Le Duc d'Orleans	60	500	M. Surville, le Cadet
Le St. Louis	60	500	M. Johannes
Le Vangeur	64	500	M. Palliere
Le Zodiaque	74	650	M. d'Aché, Lt. Gen.
Le Comte de Provence	74	650	M. La Chaiſe
Le Duc de Bourgoigne	60	500	M. Bouvet
L'Illuſtre	64	600	M. de Ruis
La Fortune	64	600	M. Lobry
Le Centaur	70	650	M. Surville
	728	6400	

An Account of the Number of Men killed and wounded on board each of his Majeſty's Ships.

Elizabeth	77
Newcaſtle	112
Tyger	168
Grafton	83
Yarmouth	39
Cumberland	52
Saliſbury	36
Sunderland	2
Total	569

Vice Admiral Pocock, in another Letter to Mr. Clevland, dated the 19th of October, 1759, off Madraſs, gives an Account of his being joined, the preceeding Day, by Rear Admiral Corniſh, who ſailed from England in April 1759, with the following Reinforcement.

Ships	*Guns*
Lenox	74
Duke of Aquitaine	64
York	60
Falmouth	50

Venice,

Venice, May 7. Some Days ago Cavalier Mocenigo ſet out with the Character of Ambaſſador Extraordinary from this Republick to the King of the Two Sicilies, as did Sig. Tiepolo with that of Ambaſſador to his moſt Chriſtian Majeſty.

Venice, May 15. A few Days ago died here, in a very advanced Age, Cavalier Emo, Procurator of St. Mark's.

Hague, May 27. By the laſt Accounts from Prince Ferdinand's Army, we have the News, that they encamped, on the 20th inſtant, on the Heights of Fritzlar, and were reviewed on the following Day by his Serene Highneſs, who had the Satisfaction to find the Troops in the beſt Order imaginable. General Imhoff and General Gilſoe command each a detached Corps, the firſt upon the Ohme, and the latter upon the Fulda near Hirſchfeld. Nothing had happened but ſome Skirmiſhes with Colonel Freytag's Corps, which had all turned to our advantage.

The two Regiments of Britiſh Cavalry arrived in the Weſer, and lay ſome Leagues below Bremen on the 17th, and are now upon their March to join Prince Ferdinand's Army. We have likewiſe Advice, that the Corps of Britiſh Infantry, under the Command of Major General Griffin, arrived ſafe in the Weſer, off Giertendorff, on the 22d Inſtant, having fortunately eſcaped a violent Storm, which came on ſoon after. We don't learn, that Marſhal Broglio has hitherto made any Motions; or that any material Alterations have happened in the Poſitions of the Auſtrian or Pruſſian Armies in Saxony.

Northampton, April 29, 1760.

The next General Meeting of the Lord Lieutenant, Deputy Lieutenants, and Juſtices of the Peace, for carrying into further Execution the Militia Laws now in Force, will be held at the George Inn in this Town, on Monday the 9th Day of June next, at which it is deſired that the Gentlemen concerned will attend, as the amended Liſts of all Perſons liable to ſerve in the Militia for this County, will then and there be brought in: And as the Liſts of Lieutenants and Enſigns in the ſaid Militia are not yet full, all Gentlemen willing to accept the vacant Commiſſions, are deſired to ſend in their Names to me, or the Clerk of the General Meetings, on or before the ſaid next General Meeting.

Rogers, *Clerk of the General Meetings.* DUNK HALIFAX.

Hewel, May 28, 1760.

Notice is hereby given, That a General Meeting of the Deputy Lieutenants for the County of Glamorgan will be held at the Bear Inn in the Town of Cowbridge in the ſaid County, on Thurſday the 19th Day of June next, at Ten of the Clock in the Forenoon of the ſame Day, for Forming and Ordering the Militia of the ſaid County into Companies, and for the Poſting of Officers to each Company: When and where all the Officers are deſired to attend. PLIMOUTH.

Navy Office, May 13, 1760.

The Principal Officers and Commiſſioners of His Majeſtys' Navy give Notice, That on Tueſday the 3d of June next, at Eleven o'Clock in the Morning preciſely, they will expoſe to Sale at this Office, Several Parcels of Old Stores, lying at Deptford, conſiſting of Paper Stuff, decay'd Boltropes, Fiſhing Netts, Iron Potts, Lanthorns, Ship Engines, Leather Hoſes, Bellows, Handſcrews, and Anchors: Where any Perſons, willing to be Purchaſers, may have the Liberty of viewing them at any Time in the Working Hours of the Yard, till the Day of Sale. And as a Depoſit of 25 per Cent. or in that Proportion is to be made by the Perſons who ſhall purchaſe the ſaid Lots, all Perſons, who ſhall attend the Sale, are to take Notice thereof, and come prepared for that Purpoſe; and unleſs the Stores ſo purchaſed, ſhall be paid for, and taken away at the End of 40 Days after the Day of Sale, the Depoſit Money ſhall be forfeited, and become the Property of the Crown.

Victualling Office, May 12, 1760.

The Commiſſioners for Victualling His Majeſty's Navy do hereby give Notice, that on Wedneſday the 18th of June next, exactly at Twelve o'Clock at Noon, they will be ready to treat with ſuch Perſons as may be willing to undertake the Victualling ſuch of His Majeſty's Ships and Veſſels with Proviſions, as may touch at Londonderry and Loughſwilly in Ireland, and be in Want thereof.

The Conditions of the Contract may be ſeen at the Secretary's Office at the Victualling Office, London; or by applying to the Collector of His Majeſty's Cuſtoms at Londonderry.

Victualling-Office, May 28, 1760.

The Commiſſioners for Victualling His Majeſty's Navy do hereby give Notice, That on Friday the 6th of June, exactly at Twelve o'Clock at Noon, they will be ready to treat for Iron Hoops for the Service of His Majeſty's Navy.

Cuſtom Houſe, London, May 30, 1760.

The Receiver General of His Majeſty's Cuſtoms gives Notice, that he ſhall be ready on the 9th Day of June next, and the Four following uſual Days of Payment, to pay all Out-Port Corn Debentures that became due between the 5th of April 1760, excluſive, and the 15th of May following, incluſive, without Intereſt.

The ſaid Receiver General gives this further Notice, that in Caſe any of the ſaid Debentures ſhall remain unpaid for want of being tendered for Payment on one of the five Days above-mentioned, that no Intereſt will be paid thereon.

Notice is hereby given to the Officers and Companies of His Majeſty's Ships undermentioned, who were actually on Board at the taking the Bellona on the 21ſt of February 1759, and the Danae on the 27th Day of March 1759, that they will be paid their reſpective Shares of the Bounty of the former, and of the Hull, Stores, and Bounty of the latter, as particularly mentioned againſt each Ship's Name, viz.

Veſtal, for the Bellona's Bounty, on Board at Portſmouth, before ſhe proceeds to Sea.

Melampe, for the Hull, Stores and Bounty of the Danae, upon her Arrival in Port.

Southampton, for ſaid Danae, on Board at Plymouth, before ſhe proceeds to Sea.

Goſport, for the Hull and Stores of the Danae, on Board at Sheerneſs, before ſhe proceeds to Sea.

And the Shares not then demanded will be recalled at the French Horn in Crutched Fryars, the firſt Tueſday in every Month for three Years to come, after the Books are returned to London.

Advertiſements.

Dr. *ANDERSON*'s, or The Famous *SCOTS* PILLS;

ARE faithfully prepared only by JAMES INGLISH, Son of DAVID INGLISH, deceaſed, at the Unicorn, over-againſt the New Church in the Strand, London; and to prevent Counterfeits from Scotland, as well as in and about London, you are deſired to take Notice, That the true Pills have their Boxes ſealed on the Top (in black Wax) with a Lyon Rampant, and Three Mullets Argent, Dr. Anderſon's Head betwixt I. I. with his Name round it, and Iſabella Engliſh underneath the Shield in a Scroll. They are of excellent Uſe in all Caſes where Purging is neceſſary, and may be taken with Epſom, Tunbridge, or other Medicinal Waters.

THE Bond Creditors of George Dale, late of St. Martin's in the Fields, Upholder, deceaſed, are deſired to bring an Account of their Demands to Mr. De Blois, in Bartholomew Cloſe, on or before the 24th Day of June next, or they will be excluded the Benefit of a Dividend.

THE Heirs at Law of Henry Harriſon, Son of Thomas Harriſon, formerly of Litherland near Liverpool in Lancaſhire, Pariſh Clerk, by applying (Poſt paid) to Mr. Robert Williamſon, Broker, at his Office near the Exchange in Liverpool, may hear of ſomething very conſiderable to their Advantage, on Account of the Death of one of the Family.

☞ Henry Harriſon was born in the Year 1662, followed ſome Time the Trade of a Butcher, and was ſuppoſed to live in or near London about Sixty-five Years ago.

THE Creditors of Captain Robert Baker, deceaſed, late Commander of the Ship Warren, in the Service of the Eaſt India Company, are deſired forthwith to ſend an Account of their Demands to Mr. Jodrell, at his Chambers in Lincoln's Inn New Square. And all Perſons indebted to the Eſtate of the ſaid Captain Robert Baker, are deſired to pay their reſpective Debts to Mr. Jodrell, who is authoriſed to receive the ſame.